



Phase II Executive Summary

2011

Miami Valley Regional Planning Commission

Welcome

Phase II Executive Summary

Since 1964, the Miami Valley Regional Planning Commission (MVRPC) has served the Region by fostering collaboration among communities, stakeholders, and residents to advance regional priorities.

Over the last 2 years, as part of Going Places: An Integrated Land Use Vision for the Miami Valley Region, MVRPC has continued this tradition by reaching out and engaging many of our citizens and leaders in a discussion about how we might work together to shape the future of our Region.

The purpose of this second phase of the Going Places initiative was to explore options for the future physical development of our Region and to gauge how each of these alternative approaches would affect our Region.

This *Executive Summary* is a brief summary of these efforts and their results. The seven alternative land use visions presented here were built from the valuable and creative thoughts shared by citizens at the 33 discussions that were held all over the Region – from a high school cafeteria in Troy to a community center in Yellow Springs to a local restaurant in downtown Dayton. Over 600 people participated in this effort and we are grateful for their innovative ideas about how we can make our Region more sustainable and prosperous while maintaining its unique and valuable qualities.


The future exploration phase of Going Places would not have been possible or successful without your participation. On behalf of MVRPC, I would like to express my sincere appreciation to those citizens who shared their vision for the Region with us. I would also like to thank members of the Going Places Steering Committee and Planning Advisory Committee, as well as the MVRPC Board of Directors and Technical Advisory Committee, for their guidance, dedication, and support.

Looking towards the future, we all can see that there are many challenges ahead of us, especially considering the current economic condition of our Region. We cannot stand still. We need to work together to devise innovative solutions, as we have in the past, to address these challenges and advance our Region.

The Going Places initiative provides a valuable structure for thinking and working together as a region. Its focus on building a clear and shared vision for the future of the Miami Valley Region that reflects our core values, principles, and characteristics will allow us – as a region – to focus our limited resources on high priority regional investments and developing policies and strategies that will enable our Region emerge from its latest difficulties more vibrant than ever.

As we move forward to the last phase of the Going Places initiative, I ask for your continued support and participation.

Sincerely,

A handwritten signature in blue ink that reads "Donald R. Spang". The signature is fluid and cursive.

Donald R. Spang
Executive Director, MVRPC



MVRPC Board of Directors

Phase II Executive Summary

Cities

City of Beavercreek
 City of Bellbrook
 City of Brookville
 City of Carlisle
 City of Centerville
 City of Clayton
 City of Dayton
 City of Englewood
 City of Fairborn
 City of Franklin
 City of Huber Heights
 City of Kettering
 City of Miamisburg
 City of Moraine
 City of Oakwood
 City of Piqua
 City of Riverside
 City of Springboro
 City of Tipp City
 City of Trotwood
 City of Troy
 City of Union
 City of Vandalia
 City of West Carrollton
 City of Xenia

Townships

Beavercreek Township
 Bethel Township in Miami County
 Butler Township in Montgomery County
 Clay Township
 Concord Township
 Franklin Township in Warren County
 German Township in Montgomery County
 Harrison Township in Montgomery County
 Jefferson Township in Montgomery County
 Miami Township in Greene County
 Monroe Township in Miami County
 Perry Township
 Sugarcreek Township
 Washington Township in Montgomery County
 Xenia Township

Counties

Darke County
 Greene County
 Miami County
 Montgomery County
 Preble County

Villages

Village of Farmersville
 Village of Germantown
 Village of New Lebanon
 Village of Phillipsburg
 Village of West Milton
 Village of Yellow Springs

Non-Governments

Dayton Area Chamber of Commerce
 Dayton Development Coalition
 Dayton Metro Library
 Dayton Power & Light Company
 Greater Dayton Area Hospital Association
 PNC Bank
 South Metro Regional Chamber of Commerce
 Time Warner Cable
 Troy Area Chamber of Commerce
 University of Dayton
 Vectren Energy Delivery of Ohio

Other Governmental

Five Rivers MetroParks
 Greater Dayton RTA
 Greene County Engineer
 Greene County Transit Board
 Miami Conservancy District
 Miami County Engineer
 Miami County Park District
 Miami County Transit
 Montgomery County Engineer
 Montgomery County TID
 ODOT District 7
 ODOT District 8
 Sinclair Community College
 Wright Patterson Air Force Base
 Wright State University



Going Places Steering Committee and Planning Advisory Committee Members

Phase II Executive Summary

Steering Committee Members

Michael Beamish – City of Troy
Janet Bly – Miami Conservancy District
Dick Church, Jr. – City of Miamisburg
Joan Dautel – City of Fairborn
Mark Donaghy – Greater Dayton Regional Transit Authority
John Faulkner – Xenia Township
Dan Foley – Montgomery County
Dolores Gillis – City of Tipp City
Arthur Haddad – Troy Area Chamber of Commerce
Rap Hankins – City of Trotwood
Robert Hickey – Wright State University
Jerry Hirt – Bethel Township
Jack Jensen – First Suburbs Consortium of Dayton
Matthew Joseph – City of Dayton
Rick Kolmin – State Farm Insurance
David Meckstroth – Upper Valley Medical Center
J. Scott Myers – Miami County Park District
William O'Brien – Union Township
Randy Parker – Wright-Patterson Air Force Base
Don Patterson – City of Kettering
Denise Percival – Greenwood Manor
Gerald Peters – Perry Township
Diane Phillips – Community Volunteer
Howard Poston – Greene County
Robert Preston – New Jasper Township
Mike Ratcliff – Greater Dayton Mayors and Managers
Harold Robinson – City of West Carrollton
Charles Shoemaker – Five Rivers MetroParks
Robert Shook – Miami County Park District
Mike Smith – City of Riverside
Aaron Sorrell – City of Dayton
Jan Vargo – City of Huber Heights
Donald Weckstein – Attorney at Law
B. Ronald Widener – Miami County
Karl Wilson – Upper Valley JVS
Karen Wintrow – Village of Yellow Springs
Dave Woods – Harrison Township

Planning Advisory Committee Members

Stephen Anderson – Greene County Regional Planning Commission
Jared Barnett – Mills Morgan Development, Inc.
Doug Christian – Miami County
Chuck Cochran – Troy Development Council
Donna Cook – Home Builders Association of Miami County
Chris Duval – Miller Valentine Group
Steve Finke – City of Dayton
Brian Forschner – City of Xenia
Walt Hibner – Home Builders Association of Dayton
Patricia Higgins – City of Fairborn
Jacob Hoover – Miami County
Sonja Keaton – City of Brookville
David Kell – Greene County
Victoria Long – Beavercreek Township
James A. McGarry – Miami County
Jeffrey McGrath – City of Beavercreek
Jonathan Mendel – City of Huber Heights
Randy Mott – Miami County
John Muceus – City of Dayton
David Nolin – Five Rivers MetroParks
Matt Parrill – ODOT District 7
James Phipps – Village of Cedarville
Tom Robillard – City of Kettering
Chris Schmiesing – City of Piqua
Nimfa Simpson – Citizen Planner
Annie Sizemore – Municipality of Germantown
Ronald Thuma – Monroe Township
Patrick Titterington – City of Troy
Erica Vogel – City of Vandalia
Larry Weissman – Montgomery County
Bill Whidden – Concord Township
Don Woods – City of Franklin

Former Steering and Planning Advisory Committee Members

Johnie Doan – City of Riverside
Dawn Falleur – Green Environmental Coalition
Roland Winburn – Harrison Township
Gary Woodward – City of Fairborn
Rob Anderson – City of Vandalia
Randy Bukas – Village of Germantown
Nathan Cahill – City of Huber Heights
Bill Cochensparger – ODOT District 7
Sean Creighton – SOCHE
Jeffrey Sewert – City of Brookville
Michael Thompson – City of Dayton



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For More Information

Please visit www.mvrpc.org/rlu for a copy of this report. Questions or comments should be directed to Martin Kim, Director of Regional Planning, at mkim@mvrpc.org

Miami Valley Regional Planning Commission (MVRPC) is a voluntary association of governmental and non-governmental organizations serving as a forum and resource where regional partners identify priorities, develop public policy, and implement strategies to improve the quality of life and economic vitality throughout the Miami Valley Region.

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What is MVRPC?

The Miami Valley Regional Planning Commission (MVRPC), formed in 1964, is a forum and a resource where regional partners identify priorities, develop public policy, and implement collaborative strategies to improve the quality of life and economic vitality of the Miami Valley Region. MVRPC performs various regional planning activities, including air quality, water quality, transportation, and land use planning. As the designated Metropolitan Planning Organization (MPO), MVRPC is responsible for transportation planning in Greene, Miami, and Montgomery counties and parts of Warren County.

MVRPC and Land Use Planning

When MVRPC began, it was largely concerned with issues related to land use and land use planning. Over time it evolved into more of a transportation planning organization, however the organization does have a history of not only examining land use issues but also completing regional land use plans.

The following is a list of the major land use studies and plans completed by MVRPC in the past:

- State of the Region – 1966
- 1972 Regional Comprehensive Plan
 - A Time for Decision
 - State of the Region
 - Alternatives for the Future
 - Guidelines for Action
- Framework for Change: The Regional Plan – 1978

What is Going Places?

While MVRPC coordinates transportation planning in the Region, there is no regional mediator in terms of land use. “Going Places – An Integrated Land Use Vision for the Miami Valley Region” is a four-year regional land use planning initiative aimed at bringing the Miami Valley Region together to discuss how the Region could become a better place to live, work, and play.

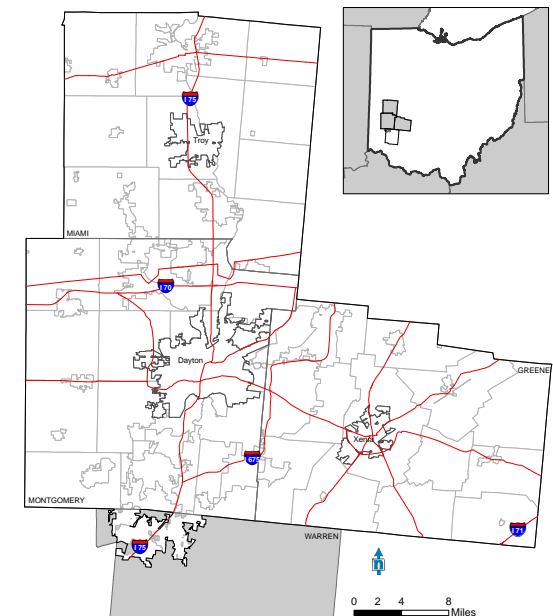
The Going Places initiative began in July of 2007 and is expected to be completed by January of 2012. The goal is to work through a cooperative land use planning process in order to develop a conceptual region-based growth framework for the Region. MVRPC, working with regional stakeholders, is following a three-phase process to develop a growth framework in order to better achieve consistency between future transportation infrastructure investment and land development, while also protecting environmental resources.

The phases are organized as follows:

- **Phase I** – Existing Condition Assessment: Physical and Non-Physical Condition Evaluation
- **Phase II** – Future Landscape Exploration: Future Land Use Scenario Development and Assessment
- **Phase III** – Building a Clear and Shared Regional Land Use Framework

The study area for the initiative covers a three-county Region in the Dayton Metropolitan area, along with three cities in northern Warren County, located in southwest Ohio (Figure 1). It includes Greene, Miami, and Montgomery counties along with the cities of Carlisle, Franklin, and Springboro in Warren County, covering approximately 1,313 square miles. Four interstates – I-70, I-75, I-71, and I-675 – either cross or are contained within the Region.

Figure 1. Study Area Map



The Going Places initiative is organized around a set of specific planning principles:

- Incorporate sound technical analysis of good quality data throughout the process
- Facilitate meaningful discussions and build a regional consensus
- Seek extensive regional stakeholder engagement so that the outcome reflects a collective vision of regional stakeholders
- Build a partnership with local jurisdictions and work closely with their staff
- Foster strong support from regional leaders in both public and private sectors
- Better integrate the Going Places planning process into MVRPC's current regional transportation planning process

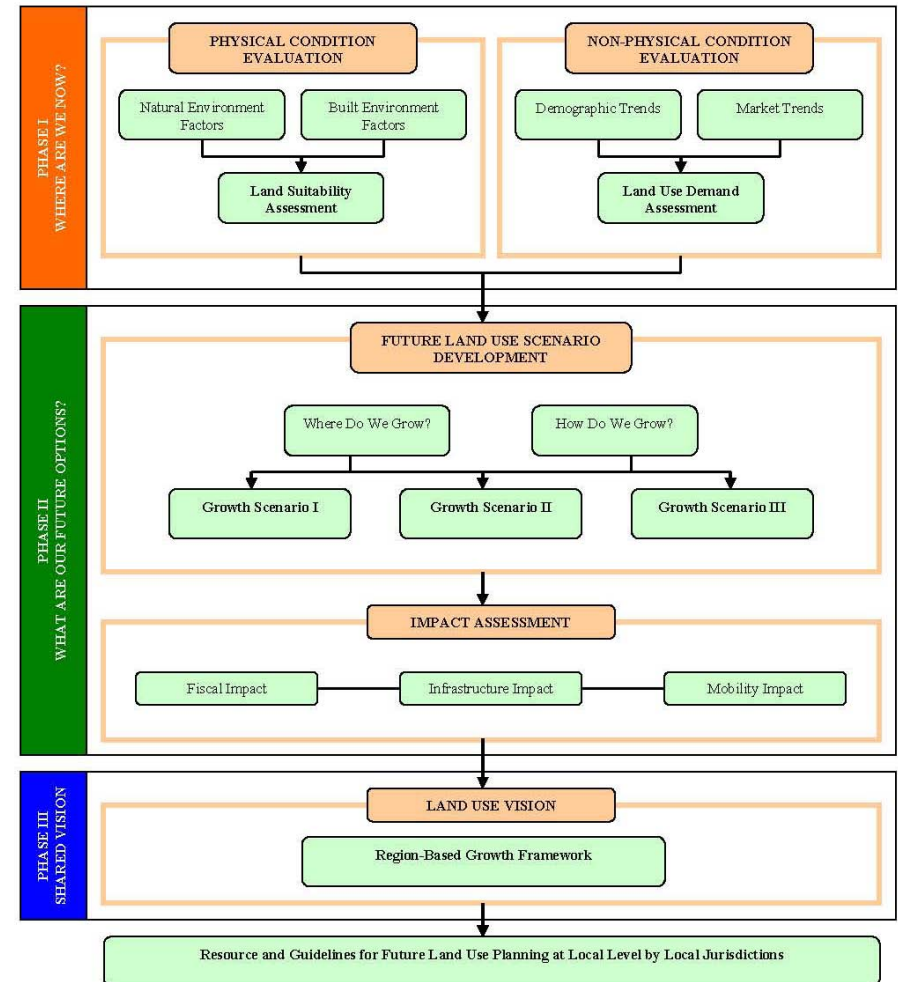
Phase II – Future Landscape Exploration: Future Land Use Scenario Development and Assessment

The purpose of the second phase of the Going Places initiative was to explore options for the future physical development of the Miami Valley Region. The two major goals of this phase were building Future Land Use Scenarios – answering the question “how and where should the Region develop by 2040?” – and assessing each scenario’s social, economic, and environmental implications.

Phase II began in June, 2009, and was completed in May, 2011. During the first 12 months, MVRPC hosted 33 interactive workshops throughout the Region designed to engage regional stakeholders in a discussion about future land development and to gather their opinions on where and in what ways the Region should develop in the future.

The information gathered at the workshops was compiled and processed, resulting in the development of seven Future Land Use Scenarios. Staff used performance indicators to evaluate the scenarios’ potential impact. The results of this process were presented to the public at five public Open Houses held in October and November of 2010.

Figure 2. Going Places Process Diagram



General Approach and Design

Phase II Executive Summary

Overall Process Design

The first part of Phase II was focused on identifying several land use themes and building corresponding land use scenarios. The land use themes were developed with the help of the Going Places Steering and Planning Advisory committees and formed the basis of the rest of the Phase II process. The land use scenarios were representations of the themes that addressed the questions of where and how future land development should be directed.

Once the collective land use scenarios had been built, Phase II shifted to an analysis mode – using a list of selected performance indicators to analyze the potential effects of each collective land use scenario. This evaluation also enabled a direct comparison of the scenarios.

In order to accomplish these goals, four main tasks were devised:

- 1) Developing the initial land use themes and theme principles and characteristics;
- 2) Conducting community-based and focused group workshops throughout the Region to engage the general public and targeted special-interest groups in the scenario-building process and to develop alternative Future Land Use Scenarios;
- 3) Developing the performance indicators and using them to compare and contrast the Future Land Use Scenarios; and
- 4) Sharing the Future Land Use Scenarios and indicator analysis with the Region.

Timeline

Figure 3 provides a graphical timeline for Phase II.

Phase II officially began in June of 2009 with a kick-off meeting for the Going Places Steering and Planning Advisory committees.

The community-based and focused group workshops took place between October of 2009 and June of 2010. The public Open Houses, at which staff presented the Future Land Use Scenarios and the results of the indicator assessments, took place in October and November of 2010.

Stakeholder Outreach

At the beginning of Phase II, MVRPC staff launched a region-wide outreach campaign. The purpose of this campaign was to increase awareness of and interest in the Going Places initiative and to encourage people to become involved and participate in the Phase II workshops.

To reach the Region's 830,000 residents, multiple approaches were necessary. Outreach efforts continued throughout Phase II using both traditional and non-traditional outlets to advertise involvement opportunities and to disseminate promotional materials. Special efforts were made to reach groups not typically represented in planning activities, such as citizens with limited incomes, minorities, and young people.

Figure 3. Phase II Timeline

| | June 2009 | Aug 2009 | Sept 2009 | Oct 2009 | Dec 2009 | Feb 2009 | April 2009 | June 2010 | Aug 2010 | Oct 2010 | Dec 2010 | Feb 2011 | Mar 2011 | April 2011 |
|--|-----------|----------|-----------|----------|----------|----------|------------|-----------|----------|----------|----------|----------|----------|------------|
| Development of Initial Land Use Themes | ←→ | | | | | | | | | | | | | |
| Community-Based and Focused Group Workshops | | | | ←→ | | | | | | | | | | |
| Development of Final Scenarios, Evaluation Criteria, and Assessment of Scenarios | | | | | | | | ←→ | | | | | | |
| Sharing Final Scenarios and Assessment Results | | | | | | | | | | ←→ | | | | |

● Steering and Planning Advisory Committee Meetings

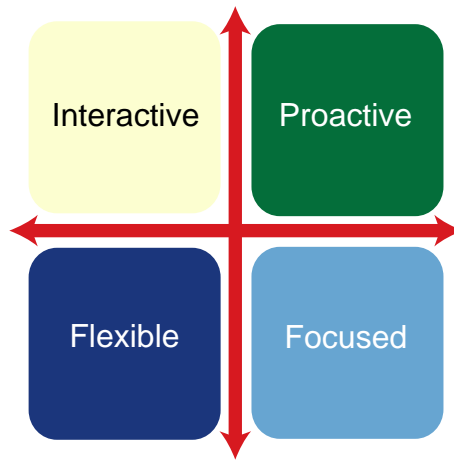
In addition to publicizing Phase II events, outreach tools and venues were also used to keep regional stakeholders up-to-date on the progress of Phase II and to share information at critical milestones in the process.

Stakeholder Involvement Principles

Phase II was designed to be as inclusive as possible. The goal was to provide a variety of methods for stakeholders to voice their opinions and concerns.

Four general principles guided the design of the public involvement strategy (Figure 4). The public involvement process was designed to be interactive – facilitating a discussion about the future of land development in the Region; proactive – deliberately seeking to involve groups not normally included in the planning process; focused on land use issues; and flexible – keeping in mind the purpose of this entire endeavor and being flexible in the details.

Figure 4. Stakeholder Involvement Principles



Types of Public Involvement

Three types of public involvement were used during Phase II: interactive workshops, open houses, and leadership briefings and discussions.

Interactive workshops. The workshops were designed as an interactive session, soliciting input on *how* and *where* future land development is envisioned for the Region. Two sets of these workshops were held – community-based workshops and focused group workshops. Community workshops were held in the evening and were open to the general public. For the focused group workshops, invitations were sent to targeted organizations. They were typically held during the day.

Open houses. The open houses provided an opportunity for the public to review, comment on, and ask questions about the future land use scenarios built from the information gathered at the interactive workshops.

Leadership briefings and discussions. Throughout the Phase II process, MVRPC staff provided status updates and facilitated discussions with the Going Places Steering and Planning Advisory Committees. Staff also provided frequent status updates to other groups, including MVRPC’s Technical Advisory Committee and Board of Directors.

Workshop Design

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MVRPC staff designed the workshops to both educate and engage the general public with regard to land development in the Region. The workshops needed to be interactive – the main purpose was to gather information about how people wanted to see their region develop over the next 30 years – but there was a certain amount of information about the importance of land use planning, its connection with transportation planning, and regional trends and projections that needed to be shared as well.

The 90-minute workshops were divided into two parts. Part I consisted of a presentation given by staff (educate) and in Part II workshop participants were invited to share their visions for the future of land use in the Region (engage).

Workshop Preparation

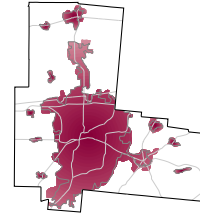
Designing the Workshop

Two types of input were identified as most valuable for the planning process. The first was geographic information. Participants were given a map of the Region on which they could indicate where they thought new development ought to be located between 2010 and 2040. This information could then be used to create a final land use scenario map.

The second type of input was descriptive. Participants were given two opportunities to provide information about why they had chosen to place new development in different locations on the map and how they thought their visions might be achieved.

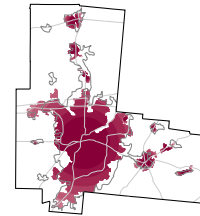
Land Use Themes

In order to give workshop participants a place to start in their discussions about the future use of land in the Region, MVRPC staff, with input from the Going Places Steering and Planning Advisory committees, created five land use themes.



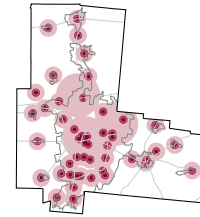
Business-As-Usual Development

Future development continues the trend of decreasing density and intensity and continues to occur at the outskirts of existing urban areas.



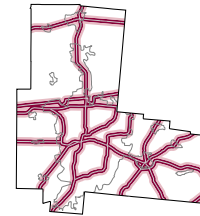
Infill/Conservation Development

Future development is concentrated in existing urban areas, using existing infrastructure and underutilized land while discouraging suburban and exurban development patterns.



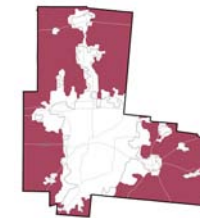
Asset-Based Development

Future development is concentrated around existing regional assets – natural, built, cultural, economic, and social resources.



Radial Corridor Development

Future development along existing transportation corridors and junctions, maximizing the use of existing roadways and transit networks.



Unrestricted Development

Future development guided only by the market, not by any planning mechanisms.

Workshop Structure

The workshops consisted of two components – an education section and an engagement section. The education component included information about planning in general and about the history and future of land use in the Region. The engagement component consisted of three exercises designed to elicit as much useful information as possible while also being easily understood by participants.

Part I

Part I of the workshop consisted of a 25 minute presentation introducing MVRPC, the Going Places initiative, and presenting the results of Phase I.

Part II

Before the actual interactive part of the workshop began, staff introduced the five future land use themes. Workshop participants were then asked to select a theme that best fit their vision for the future of land use in the Region. If none of the themes represented a participant’s vision, an option was also given to “create your own” theme.

Three exercises were designed in order to capture input from the workshop participants: the Think Card, the Dot Map, and the Mind Map.

Participants were asked first to fill out a Think Card, privately. The Think Cards prompted participants to complete three sentences:

- I support _____ land use theme because I value and/or have a vision of _____.
- I would like to see more land development that encourages or discourages _____.
- Ways to make sure future land development actually follows the _____ land use theme would include _____.

Once the participants had finished filling out the Think Cards, staff then asked them to move to the area or table designated for the theme they had chosen on their cards.

For the Dot Mapping and Mind Mapping exercises, participants were asked to “think like a regional planner” and asked to consider the question, “Given the projected need for future population and job growth, *in what parts* and *in what ways* should we develop in the future?”

Dot Mapping. As part of Phase I of Going Places, MVRPC staff calculated that the Region could expect to see around a 3% growth in population between 2000 and 2040 and a 5% growth in jobs. Participants were asked the question: “Given the projected need for future population and job growth, *where* would you like to see the Region develop?” Each theme group was given a large map of the Region, 70 green dots, each representing around 350 people, and 70 orange dots, each representing around 350 jobs. The goal was to have each group place all the dots on the map.



Mind Mapping. The mind mapping exercise was a brainstorming exercise to get the workshop participants thinking more about their selected themes. Each theme group was provided with a large (36 inches by 36 inches) sheet of paper on which a mind map had already been started. Participants were instructed to “discuss, write down, and connect” their ideas about the question, “What should we do to move our Region toward this land use scenario and how should we do it.”



Scenario Building Through Civic Engagement

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Based on the population distribution in the Region, a total of 17 community-based workshop were held: three in Miami County, one in Warren County, five in Greene County, and eight in Montgomery County. The community-based workshops were held in the evening in many locations throughout the Region. A total of 15 focused group workshops were held with eight targeted categories of organizations – social and cultural, business and economic development, transportation and infrastructure, environmental, planning, higher education, young professionals, and K-12 students – inviting members of those organizations to attend special workshops.

MVRPC staff used a mix of different approaches for advertising the community-based workshops and also conducted separate focused group workshops to ensure that certain stakeholder groups were involved in the scenario creation process.

Workshop Advertising

Every effort was made to contact as many people as possible and get them involved. Advertisements were placed in both traditional and non-traditional outlets. MVRPC staff compiled a database of all potential contacts, which currently contains over 2,900 individuals and organizations. Staff also made an effort to use new technologies, such as Facebook and online calendars, to reach even wider swaths of the Region's population.

Local Media Advertising

Prior to each community workshop, paid print advertisements were run in many of the Region's



local newspapers (Figure 5). MVRPC staff advertised the workshops on television, radio, and online. Advertisements were also placed on Greater Dayton Regional Transit Authority buses.

Other Advertising

In anticipation of the expected wide-ranging public involvement effort, MVRPC staff compiled a database of all potential contacts with whom outreach information might be shared which provided the foundation for MVRPC's efforts to reach out via email and postal mail.

Press releases were issued prior to each county's set of workshops and posters describing the workshops and listing dates and locations were distributed widely throughout the Region. A two-page flyer was also distributed to the entire Going Places contact database, either through email or postal mail.

Notices about the workshops were placed on the main page for MVRPC's website, with links to more information about the workshops on the Going Places site. Many jurisdictions and non-government organizations also agreed to print information about the workshops in their newsletters and to post information about the workshops on their websites.

MVRPC staff contacted blogs and other local websites and several posted information about the workshops. MVRPC staff also added the workshops to several online calendars and created a Facebook page for the Going Places initiative in order to publicize events and encourage more participation.

Figure 5. Newspaper Advertisement for Greene County Workshops

Got Vision?
Going Places Together as a Region

Come and join the Going Places discussion to share YOUR vision!

Public Workshops – Share YOUR Ideas and Innovations!

| | |
|---|---|
| Tuesday, Jan. 5, 2010 7:00 p.m. – 8:30 p.m. John Bryan Center 100 Dayton Street Yellow Springs OH 45387 | Wednesday, Jan. 27, 2010 6:00 p.m. – 7:30 p.m. Greene County Job & Family Services Building 541 Ledbetter Road Xenia OH 45385 |
| Thursday, Jan. 14, 2010 6:00 p.m. – 7:30 p.m. Beavercreek Township Fire Department Station 61 2195 Dayton Xenia Road Beavercreek OH 45434 | Wednesday, Feb. 10, 2010 6:00 p.m. – 7:30 p.m. Sugar Creek Twp Offices 2090 Ferry Road Bellbrook OH 45305 |
| Thursday, Jan. 21, 2010 6:00 p.m. – 7:30 p.m. Fairborn Fire Department Training Room 44 West Hebble Avenue Fairborn OH 45324 | |

mvrpc
MIAMI VALLEY REGIONAL PLANNING COMMISSION

Going Places: An Integrated Land Use Vision for the Miami Valley Region is a 4-year region-based land use planning initiative to bring people living and working in the Miami Valley Region together to build a clear and shared future land use framework that will guide us to make this Region a better place to live, work, and play.

FOR MORE INFORMATION, GO TO WWW.MVRPC.ORG/RLU OR CALL (937) 223-6323.

Scenario Building Through Civic Engagement

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Several media outlets wrote news articles or published press releases while the workshops were underway. Details about the workshops were also presented to various organizations and city and township councils as part of presentations being given on the results of Phase I of Going Places.



The Workshops



Following the first workshop with the Going Places Steering and Planning Advisory committees, seventeen community-based workshops and fifteen focused group workshops were held during the Future Land Use Scenario development process.

The 17 community-based workshops were held in many locations throughout the Region in an effort to attract as much participation

as possible. Figure 6 shows a map of all the community-based workshop locations.

Through the 15 focused group workshops, MVRPC staff made an effort to recruit people and organizations into the planning process that might not otherwise get involved, as well as those individuals and organizations whose voices are particularly valued in the planning process. Typically these workshops were held at the Center for Regional Cooperation, in



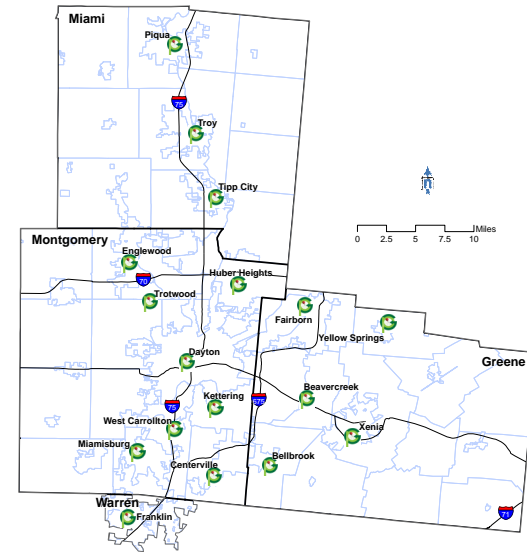
Dayton, although a few – such as the workshops for high school students and the young professionals workshop – were held in other locations.

A total of 645 people attended the workshops, with 609 participating in the interactive exercises.

The land use themes and number and percentage of participants who selected each are listed below:

- Business-As-Usual Development – 19 participants (3%)
- Infill/Conservation Development – 290 participants (48%)
- Asset-Based Development – 178 participants (29%)
- Radial Corridor Development – 64 participants (11%)
- Unrestricted Development – 22 participants (4%)
- Create-Your-Own – 36 participants (6%)

Figure 6. Community-Based Workshop Locations



Scenario Development Framework

Dot Maps, Mind Maps, and Think Cards were used to create the final seven Future Land Use Scenarios. Upon completion of each workshop, staff compiled the information gathered through the exercises, digitized it, and then analyzed it to develop the final land use scenarios.

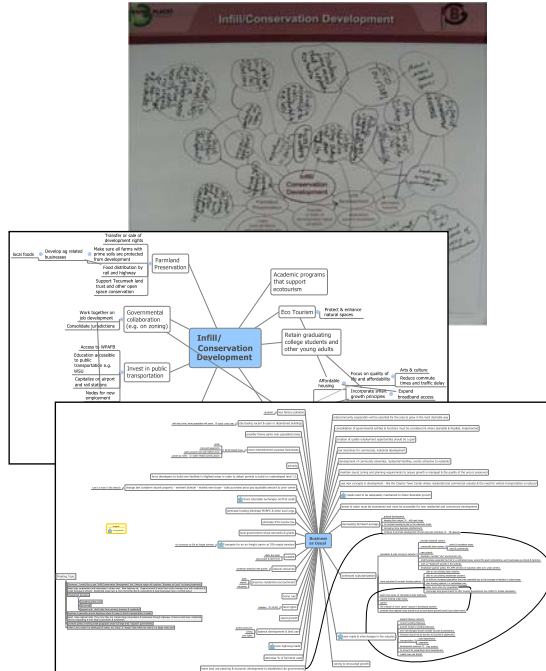
Mind Map and Think Card Analysis

The Mind Maps and Think Cards were analyzed using a three-step process (Figure 7). The purpose of conducting this analysis was to refine the five theme definitions and lists of characteristics – translating each theme into a land use scenario.

- 1) Combine all the maps created for each theme into seven large Mind Maps;
- 2) Examine the Mind Maps and Think Card responses for each theme, grouping similar ideas; and
- 3) Classify the ideas into one (or more) of three predetermined categories: Land Use – for ideas having to do specifically with land use; Policy – for ideas that suggest specific policies or policy directions; and Other – for ideas the didn't fit into either of the previous two categories.



Figure 7. Mind Map Digitization and Analysis



Dot Map Analysis

The information from the dot mapping exercises was analyzed using a four-step process (Figure 8):

- 1) Converting the dots placed from each workshop into numeric points;
- 2) Developing a standardized score by applying two factors;
- 3) Developing a composite score from all workshops, broken down by land use theme; and
- 4) Translating the composite score into a scenario map.

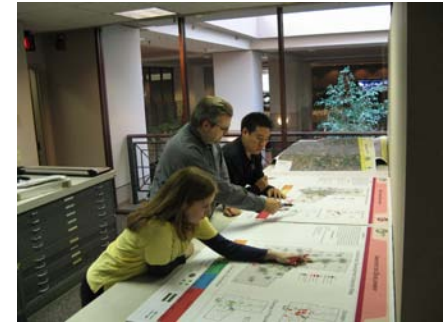
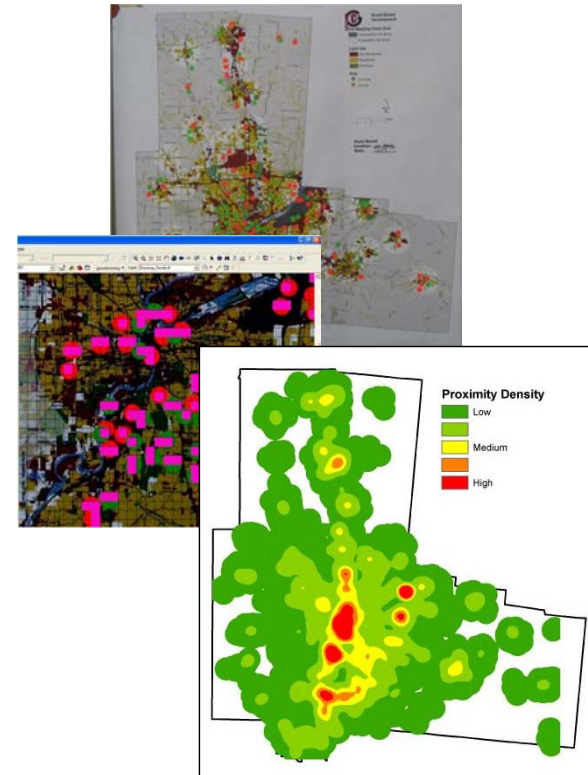


Figure 8. Dot Map Digitization and Analysis



Phase II Executive Summary

The way land is used has social, economic, and environmental implications. The purpose of conducting a scenario assessment through the use of performance indicators was to measure the potential effects of each scenario on the Region and benchmark these potential effects against one another.

Indicator Development

MVRPC staff began with a list of over 80 performance indicators pertaining to land use, transportation, housing, employment, infrastructure, and the natural environment. This initial list came from a software program called INDEX by Criterion Planners, a land use evaluation tool staff had decided to use in order to conduct a portion of the indicator analysis.

Narrowing down the list of potential indicators to a manageable number was a two-step process. First, staff determined which indicators could not be used for lack of data and which indicators were more relevant than others. Second, staff asked the members of the Going Places Planning Advisory Committee to vote on which indicators they thought were most relevant (Figure 9).

Guided by the results of this voting process, staff selected 12 indicators to use in measuring the impact of the final scenarios.

Scenario Evaluation Using Performance Indicators

MVRPC staff used several tools, including the INDEX software, MVRPC's travel demand forecasting model, and GIS spatial analysis to evaluate each scenario's impact based on the 12 chosen indicators.

The distribution of population and employment for the year 2040 served as a foundation for each scenario. This distribution varies by scenario due to the different patterns of dot placement on the Dot Maps.

Figure 9. Potential Indicators Presented to the PAC

| GOING PLACES AN INTEGRATED LAND USE VISION FOR THE MIAMI VALLEY REGION www.mvrpc.org/rlu | | |
|--|---|---|
| Going Places Scenario Evaluation Indicator Definition Sheet | | |
| L A N D U S E | FACTORS | INDICATOR(S) |
| | Cost of Land Use Pattern | Cost of Land Use Pattern: Cost of service provision by land use category. |
| | Land Use Mix | Use Mix: Proportion of mixed or dissimilar developed land-uses in an area Use Balance: Proportional balance of developed land-uses. |
| | Development Characteristics | Development Intensity: Average size of parcels and developed acres per 1000 residents. |
| | Park/Schoolyard Space Supply | Park-Schoolyard Space Supply: Acres of park and schoolyards per 1000 residents. |
| H O U S I N G | FACTORS | INDICATOR(S) |
| | Accessibility to Amenities | Amenities Adjacency: % of residents within a certain distance of amenities (e. g. schools, shopping, etc.) Key Feature Adjacency to Housing: % of residents within a certain distance of specific key features. |
| | Waste & Consumption | Wastewater Generation: Study area wastewater generation in gallons. Solid Waste Generation: Study area solid waste generation in pounds. Res Water Consumption: Total residential water use in gallons per day per capita. |
| | Housing Mix | Residential Footprint: Total residential acres per 1000 people. Housing Use Mix: Housing density and share between single-family and multi-family uses. |
| | Housing Density | Dwelling Unit Density: Dwelling units per gross acre Dwelling Unit Count: Total number of dwelling units in study area. |
| E M P L O Y M E N T | FACTORS | INDICATOR(S) |
| | Commercial Density | Commercial Building Density: Average commercial building floor area ratio (FAR). |
| | Accessibility to Transit | Transit Adjacency to Employment: % of employees within a certain distance of bus transit routes. |
| | Accessibility to Support Infrastructure | Key Feature Adjacency to Employment: % of employment within a certain distance of specific features. |
| | Jobs to Housing Balance | Jobs to Housing Balance: Total number of jobs divided by the number of dwelling units. |
| E N V I R O N M E N T | FACTORS | INDICATOR(S) |
| | Air Quality Impact | NOx Pollutant Emissions: Nitrogen Oxide pollution emitted from vehicles in lbs/capita/year. HC Pollutant Emissions: Hydrocarbon pollution emitted from vehicles in lbs/capita/year. Direct Particulate Matter: Measured in tons per year from the regional travel demand model. |
| | Open Space Connectivity | Open Space Connectivity: Open Space connectivity among a grid of cells in a user-defined area. |
| | Open Space Share | Open Space Share: % of total land area dedicated to open space. |
| | Energy Use Impact | Total Residential Energy Use: Total annual energy use by residential building and home based autos. Total Non-Res Energy Use: Total annual energy by non-res building and non-home based vehicles. |
| T R A V E L | FACTORS | INDICATOR(S) |
| | Transit Support | Transit Service Density: Miles of transit routes X number of transit vehicles / total square miles. Transit Orientation Index: Index of routing potential based on employment, retail and dwelling density. Transit Oriented Res Density: Avg number of dwelling units per acre within a certain distance of transit stops. Transit Oriented Emp Density: Avg number of employees per acre within a certain distance of transit stops. |
| | Pedestrian/Bicycle Support | Pedestrian Accessibility: Areas within a 15-minute walk time to specific destinations (e. g. Schools, etc) Ped-Bike Opportunity Index: Index of connectivity and proximity of ped/bike features. |
| | Transit Congestion | Level of Service: The capacity of a roadway compared to its traffic volume. Roadway Congestion Index: Total recurring delay on freeways and arterials. |
| | Traffic Delay | Vehicle Delay: Measured in hours from the regional travel demand model. Total Person Delay: Measured in hours from the regional travel demand model. Weekday Cost of Delay: Measured in hours from the regional travel demand model. |
| V E H I C L E | FACTORS | INDICATOR(S) |
| | Vehicle Miles Traveled | VMT: Total number of vehicle miles travelled within a specific geographic area over a given period of time. Home Based Vehicle Trips Produced: Average daily home-based vehicle trips produced per capita. Non-home Based Vehicle Trips Attracted: Avg daily non-home-based vehicle trips produce per employee. |

Benchmarking the Seven Scenarios

Once the performance indicator evaluation of all seven scenarios was completed, the scenarios were benchmarked against one another. The individual indicator scores for each scenario were compared to an average score calculated using the scores from all seven scenarios for each of the twelve indicators.

Each indicator score for each scenario was classified as either above, below, or equal to the average score. This way, the scenarios could be easily compared and the interpretation of the result could be simplified. However, it is important to note that being above average does not necessarily imply a positive result. For example, for the traffic congestion indicator, a higher-than-average indicator score indicates higher-than-average traffic congestion.

Figure 10 on the next page displays the twelve performance indicators with their definitions and graphic representations of the indicator scores.

Scenario Assessment Through Performance Indicators

Phase II Executive Summary

Figure 10. Graphic Representations of Indicator Scores

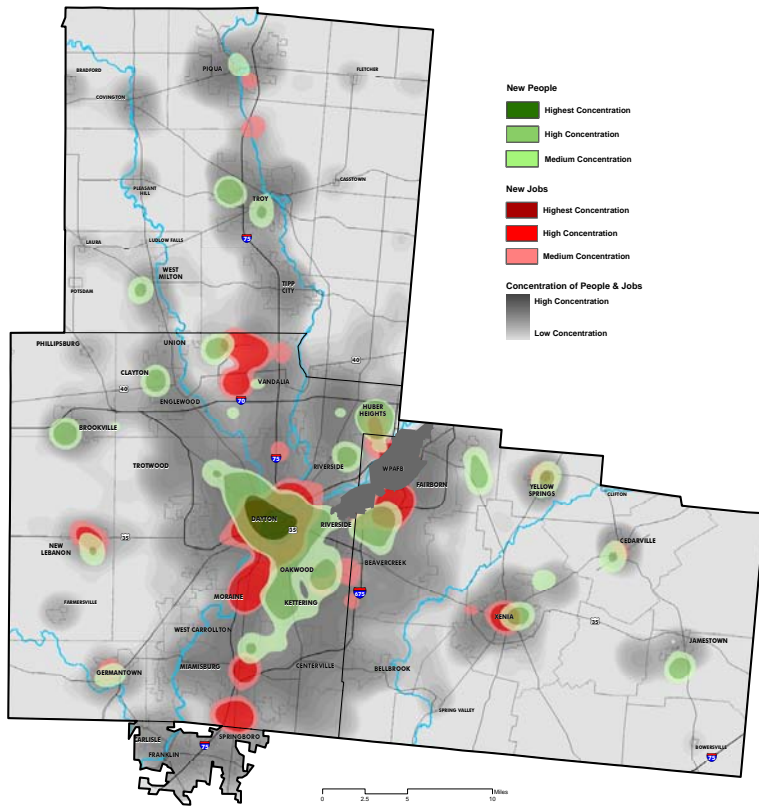
| Indicators | | Definitions | Below Average | Average | Above Average |
|----------------|---|--|---------------|---------|---------------|
| Land Use | Population Density | A measure of whether people are living closer together or farther apart. | | | |
| | Employment Density | A measure of whether jobs are located closer together or farther apart. | | | |
| Housing | Accessibility to Amenities | A measure of the number of people living within walking distance of at least one of the following amenities: schools, libraries, retail clusters, hospitals, senior centers, museums, or entertainment venues. | | | |
| | Housing Unit Density | A measure of whether housing units are located closer together or farther apart. | | | |
| Employment | Concentration of Employment | A measure of whether jobs are concentrated in a few discrete areas or are spread out throughout the Region. | | | |
| | Accessibility to Support Infrastructure | A measure of the number of jobs located within 1 mile of at least one of the following features: water/sewer lines, a major road, a highway interchange, a pump station, a rail yard, or an airport. | | | |
| Environment | Air Quality Impact | A measure of the amount of air pollutants emitted from motor vehicles per day. | | | |
| | Open Space Accessibility | A measure of the number of people living within a quarter mile of a neighborhood park and/or within two miles of a community park or bikeway. | | | |
| Transportation | Transit Ridership Potential | A measure of the number of people who might use transit services based on employment density and housing unit density. | | | |
| | Vehicle Miles Traveled | A measure of the total number of miles traveled by all motor vehicles on a typical weekday. | | | |
| | Traffic Congestion | A measure of the perception of traffic conditions by people in their cars on a typical weekday. | | | |
| | Daily Vehicle Trips | A measure of the total number of trips taken by motor vehicles on a typical weekday. | | | |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Asset-Based Development

Figure 11. Asset-Based Development Scenario Map



Definition

The Asset-Based Development scenario concentrates future development around existing regional assets. Regional assets include sports arenas, higher education institutions, medical facilities, cultural and entertainment venues, Wright Patterson Air Force Base, water resources, the Region’s workforce, its neighborhoods, and its cultural and historical heritage. Suggested strategies include using community assets to establish community identities, using zoning to encourage development concentrated around regional assets, and maximizing opportunities afforded by the Base Realignment and Closure (BRAC) process.

Indicator Assessment

For this scenario, all but seven of the indicators had an average score. The employment density and concentration of employment would be higher than average, meaning that jobs would be closer together and clustered in more discrete areas, rather than being spread throughout the Region. Fewer than average pollutants would be emitted from motor vehicles as a result of this scenario. The scenario scored higher than average in terms of open space accessibility, meaning people would have better access to parks and bikeways. Traffic congestion, vehicle miles traveled, and the number of daily vehicle trips were projected to be below average.

Figure 12. Asset-Based Development Word Cloud



Figure 13. Asset-Based Development Scenario Indicator Assessment Results

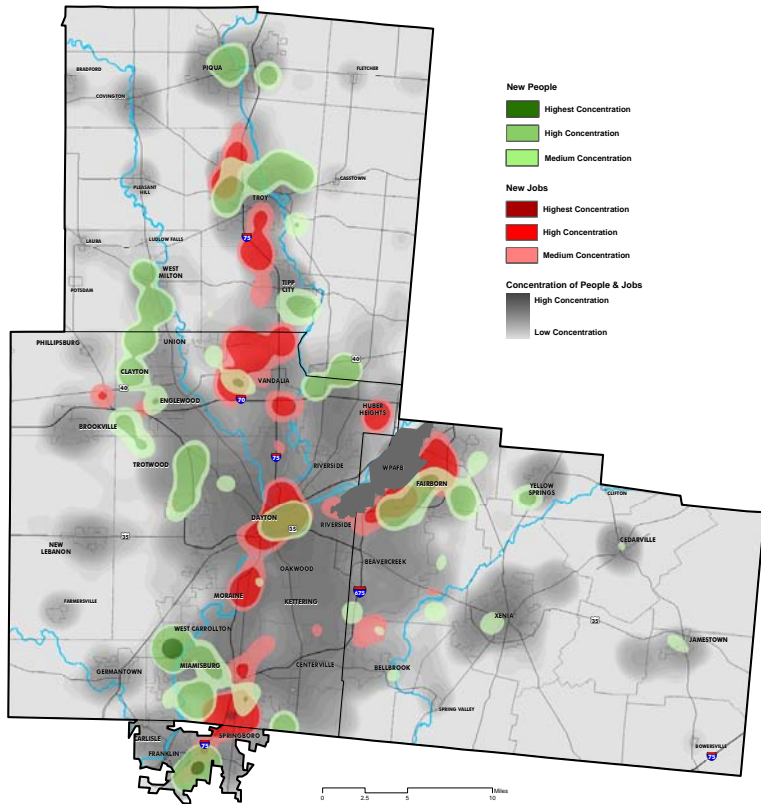
| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--------------------|--------------------|----------------------------|----------------------|-----------------------------|---|--------------------|--------------------------|-----------------------------|------------------------|--------------------|---------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| | | | | | | | | | | | |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Business-As-Usual Development

Figure 14. Business-As-Usual Development Scenario Map



Definition

The Business-As-Usual Development scenario represents the continuation of existing development patterns, with continued suburban expansion and greenfield development. Growth is encouraged, but managed, and governments in the Region remain local – focused on the policies of their respective jurisdictions. Business development is encouraged, focusing on industrial, commercial, and recreation-based enterprises. Future transportation options will be centered around the construction of new roads, highways, and interchanges. Suggested strategies include tax incentives for commercial and industrial development, maintaining sound zoning and planning requirements, and encouraging local governments to offer housing development tax credits.

Indicator Assessment

For this scenario, five of the indicators had average scores and the rest scored below average. The density indicators – population, employment, and housing unit – scored below average. This means that people would live farther apart and jobs would be located farther apart. Accessibility to amenities also scored below average, meaning that people would have less convenient access to schools, libraries, shopping, and entertainment venues. Jobs would be more spread out throughout the Region, rather than being more concentrated in discrete areas. People would have below average accessibility to parks and bikeways and the potential for transit ridership would be below average.

Figure 15. Business-As-Usual Development Word Cloud



Figure 16. Business-As-Usual Development Scenario Indicator Assessment Results

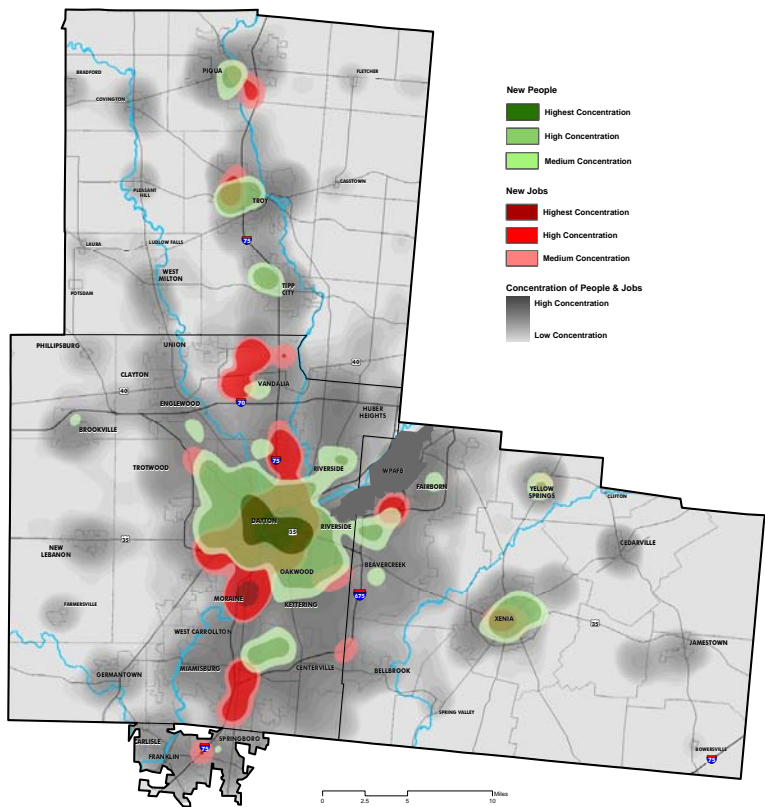
| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--------------------|-------------------------------|--------------------------------|----------------------|-----------------------------|---|--------------------|--------------------------------|-----------------------------|------------------------|--------------------|-----------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Trips |
| Stick figures | Stick figures with briefcases | Stick figure with shopping bag | House icons | Building icons | Traffic light and water drop icons | Cloud icon | Stick figure and green circles | Transit stop icon | Car icons on road | Car icons | Car icons with arrows |
| Stick figures | Stick figures with briefcases | Stick figure with shopping bag | House icons | Building icons | Traffic light and water drop icons | Cloud icon | Stick figure and green circles | Transit stop icon | Car icons on road | Car icons | Car icons with arrows |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Infill/Conservation Development

Figure 17. Infill/Conservation Development Scenario Map



Definition

The Infill/Conservation Development scenario emphasizes directing future development to existing urban areas that already have the infrastructure to support it. The focus for development in this scenario would be on the redevelopment of vacant properties, the development of more affordable housing, and the preservation of the Region’s farmland. New development should employ green development practices and include mass transit options. Other alternative modes of transportation should be invested in and encouraged. Suggested strategies include incentives for developing, living, and conducting business in the Region’s core; regionalizing some government functions; and instituting special zoning and regulations to protect farmland.

Indicator Assessment

In this scenario population, employment, and housing unit densities would all be above average. People would live closer together and work closer together. Amenities like schools, libraries, and shopping centers would also be easier to access. Jobs would be centered in more discretely located employment centers, rather than spread throughout the Region, and these jobs would have higher-than-average access to support infrastructure. Open spaces, such as parks and bikeways, would be more accessible. The transit ridership potential is projected to be higher-than-average, with higher-than-average densities projected across the Region. Traffic congestion, however, scored higher than average.

Figure 18. Infill/Conservation Development Word Cloud



Figure 19. Infill/Conservation Development Scenario Indicator Assessment Results

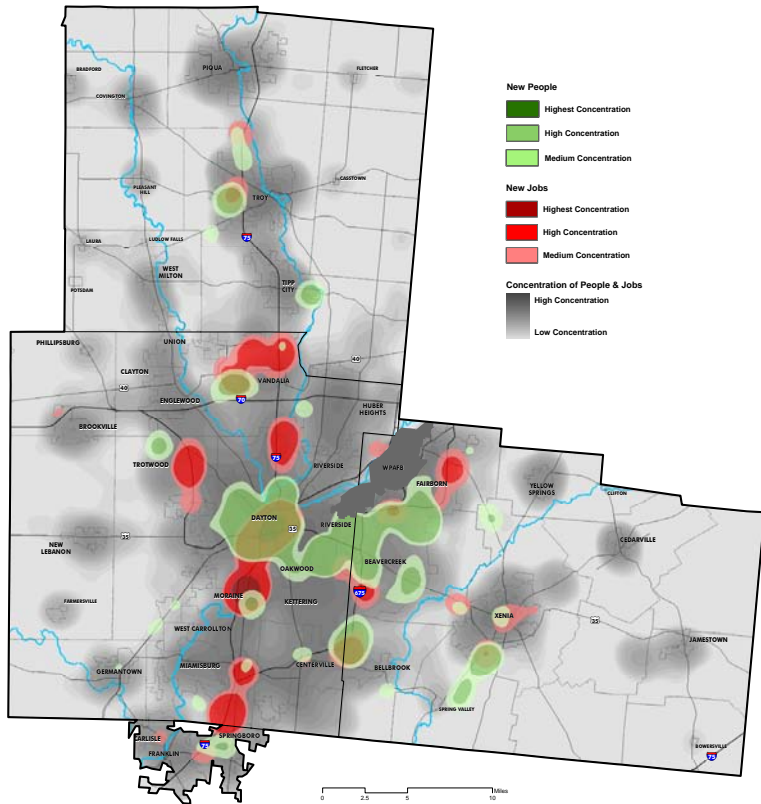
| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--------------------|--------------------|----------------------------|----------------------|-----------------------------|---|--------------------|--------------------------|-----------------------------|------------------------|--------------------|---------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| | | | | | | | | | | | |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Radial Corridor Development

Figure 20. Radial Corridor Development Scenario Map



Definition

The Radial Corridor Development scenario encourages maximizing the use of existing transportation networks and directs future development along existing corridors and junctions. Transportation infrastructure is not limited to roadways but also includes existing transit systems such as airports, bus lines, and transit hubs. The future development of alternative modes of transportation, such as high-speed rail and/or monorail, is encouraged. Suggested strategies include attracting businesses to the interstate corridors, refurbishing and using existing infrastructure, and using tax breaks and zoning to encourage development along the regional transportation corridors.

Indicator Assessment

In this scenario, half of the indicator scores were average. Of the other half, two – population and employment densities – were below average, meaning people would live farther apart and work farther apart. The number of vehicle miles traveled, traffic congestion, and the number of daily vehicle trips are all projected to be above average – meaning that this scenario could induce people in the Region to drive more – and motor vehicles would produce higher-than-average amounts of pollutants.

Figure 21. Radial Corridor Development Word Cloud



Figure 22. Radial Corridor Development Scenario Indicator Assessment Results

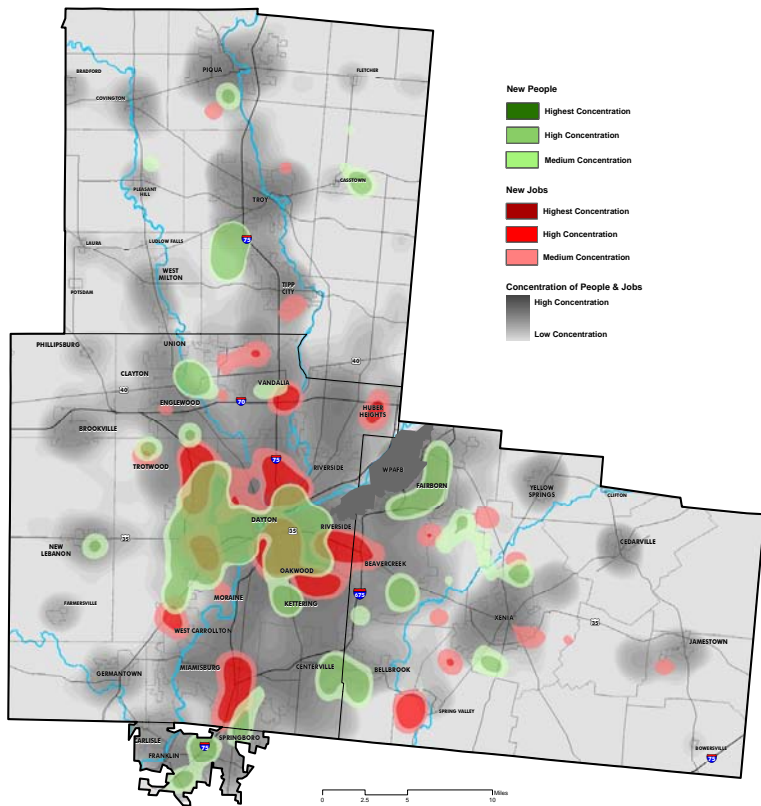
| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--------------------|--------------------|----------------------------|----------------------|-----------------------------|---|--------------------|--------------------------|-----------------------------|------------------------|--------------------|---------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| | | | | | | | | | | | |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Unrestricted Development

Figure 23. Unrestricted Development Scenario Map



Definition

Development under the Unrestricted Development scenario would be practically devoid of any sort of planning, either at the regional or local level. Development would be completely market-driven and would occur wherever there is demand for it. The three main tenets of this development scenario are that government should not restrict development, there should be more business growth, and there should be fewer or no zoning restrictions.

Indicator Assessment

Overall, most of the indicators measured showed an average outcome. Only three indicators – population density, accessibility to support infrastructure, and traffic congestion – had below average scores, meaning that people would live farther apart, accessibility to support infrastructure for businesses would be below average, and there would be less traffic congestion.

Figure 24. Unrestricted Development Word Cloud



Figure 25. Unrestricted Development Scenario Indicator Assessment Results

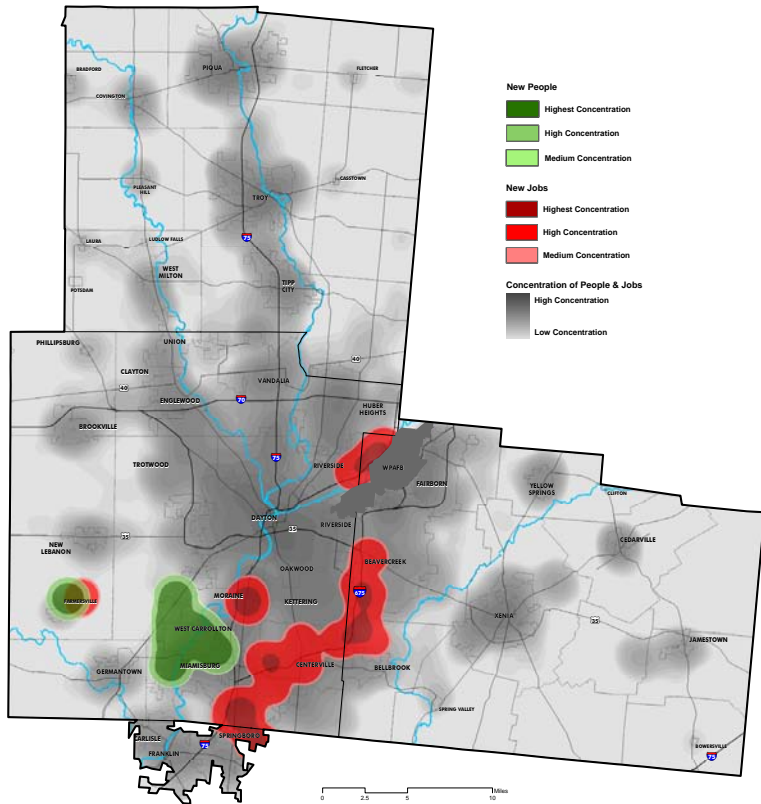
| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--------------------|--------------------|----------------------------|----------------------|-----------------------------|---|--------------------|--------------------------|-----------------------------|------------------------|--------------------|---------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| | | | | | | | | | | | |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Jobs & Destinations Development

Figure 29. Jobs & Destinations Development Scenario Map



Definition

In the Jobs & Destinations Development scenario, development would be centered on the creation of jobs for the Region’s residents and the creation of new attractions, along with the augmentation of existing assets, to draw in tourists and new employers. Suggested strategies include incentives to employers – especially those focused on the manufacturing of tools for green energy production – and the expansion of the Region’s educational institutions.

Indicator Assessment

All but one of the indicators scored below average. This means that people would live farther apart, jobs would be located farther apart, parks and other amenities would be less accessible, and there would be less of a potential for transit ridership. It also means, however, that this scenario would have less of an impact on air quality, that there would be fewer daily vehicle miles traveled and people would take fewer trips, which would result in less traffic congestion. The accessibility to support infrastructure for businesses in the Region would be about average.

Figure 30. Jobs & Destinations Development Word Cloud



The Scenario Evaluation Matrix

Figure 32 on the next page is the final Scenario Evaluation Matrix, which allows for the comparison of all seven scenarios based on the outcomes of the indicator assessments.

Figure 31. Jobs & Destinations Development Scenario Indicator Assessment Results

| Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|----------------------|--------------------------------------|---------------------------------------|----------------------|-----------------------------|---|--------------------|---------------------------------------|-----------------------------------|--------------------------|--------------------|----------------------------|
| Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| Stick figures (low) | Stick figures with briefcases (low) | Stick figure with shopping bag (low) | House icons (low) | Building icons (low) | Building icons with traffic light and water drop (low) | Cloud icon (low) | Green circles and stick figure (low) | Stick figure with 'T' sign (low) | Car icons on road (low) | Car icon (low) | Car icon with arrow (low) |
| Stick figures (high) | Stick figures with briefcases (high) | Stick figure with shopping bag (high) | House icons (high) | Building icons (high) | Building icons with traffic light and water drop (high) | Cloud icon (high) | Green circles and stick figure (high) | Stick figure with 'T' sign (high) | Car icons on road (high) | Car icon (high) | Car icon with arrow (high) |

Future Land Use Scenarios – Description and Assessment

Phase II Executive Summary

Figure 32. The Scenario Evaluation Matrix

| | Land Use | | Housing | | Employment | | Environment | | Transportation | | | |
|--|--------------------|--------------------|----------------------------|----------------------|-----------------------------|---|--------------------|--------------------------|-----------------------------|------------------------|--------------------|---------------------|
| | Population Density | Employment Density | Accessibility to Amenities | Housing Unit Density | Concentration of Employment | Accessibility to Support Infrastructure | Air Quality Impact | Open Space Accessibility | Transit Ridership Potential | Vehicle Miles Traveled | Traffic Congestion | Daily Vehicle Trips |
| <p>#1 Asset-Based Development</p> | | | | | | | | | | | | |
| <p>#2 Business As Usual Development</p> | | | | | | | | | | | | |
| <p>#3 Infill/Conservation Development</p> | | | | | | | | | | | | |
| <p>#4 Radial Corridor Development</p> | | | | | | | | | | | | |
| <p>#5 Unrestricted Development</p> | | | | | | | | | | | | |
| <p>#6 Mixed Themes Development</p> | | | | | | | | | | | | |
| <p>#7 Jobs & Destinations Development</p> | | | | | | | | | | | | |

Sharing the Future Land Use Scenarios and Assessment Results

Phase II Executive Summary

MVRPC Staff hosted five public Open House meetings in October and November of 2010 to share the final seven Future Land Use Scenarios and the scenario indicator assessment results.

In preparation for the meetings, staff developed and distributed meeting announcement posters to individuals and organizations to publicize the meetings, placed advertisements in local newspapers, sent press releases to local newspapers and television and radio stations, and sent e-mail messages to people who had participated in the community-based and focused group workshops.

Staff presented the information in a series of posters. The posters began with a review of the results of Phase I of Going Places and moved through the process of creating the scenarios to the presentation of the final seven scenarios. The final poster presented the Scenario Indicator Evaluation Matrix.



In addition to hosting the Open House meetings, staff developed a set of online presentations designed as a “virtual open house” so that people who had not been able to come to the Open House meetings could easily view the information.

Figure 33. Open House Advertisement

GOING PLACES
An Integrated Land Use Vision
For the Miami Valley Region

Which way do we want to go?

Help us select a vision for the future of the Region!

OPEN HOUSES IN YOUR AREA

What do the citizens throughout the Miami Valley Region think about how the Region should grow over the next 30 years? Come find out at a Going Places Open House! Going Places: An Integrated Land Use Vision for the Miami Valley Region is a land use planning initiative designed to bring people living and working in the Miami Valley Region together to build a vision for the future of the Region that will make the Miami Valley a better place to live, work and play.

Come as you are, drop in when you can, stay as long as you like!
All Open Houses are from 4PM to 6PM - Free refreshments!

- Thursday, October 21, 2010 • Troy Rec's ground floor gym
11 N. Market St., Troy, OH 45372
- Tuesday, October 26, 2010 • Greene County Job & Family Services building
441 Leichter Rd., Xenia, OH 45385
- Wednesday, October 27, 2010 • Friendship Village
(please enter at door 18 of the Friendship Coffee House)
5790 Dentinger Rd., Dayton, OH 45425
- Thursday, October 28, 2010 • Centerville Police Department Training Room
158 W. Spring Valley Pike, Centerville, OH 45425
- Wednesday, November 10, 2010 • MVRPC's Center for Regional Cooperation
1100 W. Inland St., Dayton, OH 45402

For more information, go to www.mvrpc.org/rfu or call (937) 223-6323
Find us on Facebook! www.facebook.com/GoingPlacesMV

Open House Results

Sixty-nine people attended the five Open Houses. Figure 34 shows the locations for each meeting. As with the community-based workshops, MVRPC staff scheduled the meetings for a variety of locations in order to attract as many people as possible. All of the Open Houses were held from 4:00 pm to 6:00 pm.

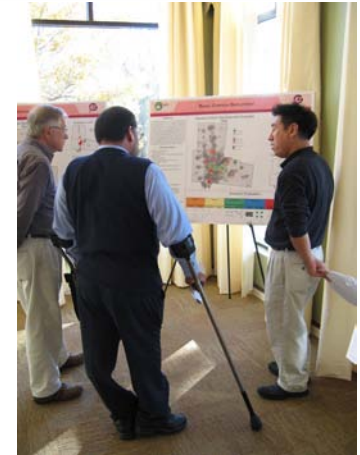
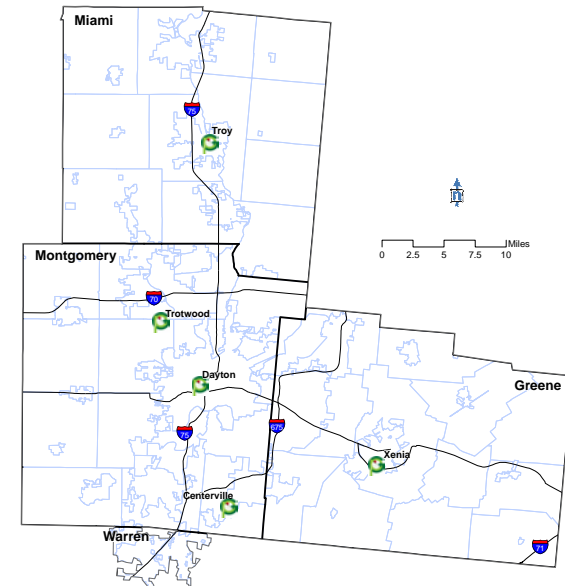


Figure 34. Public Open House Locations



Summary and Conclusions

Phase II Executive Summary

The purpose of the second phase of the Going Places initiative was to explore options for the future physical development of the Miami Valley Region. The two major goals for this phase were to work with regional stakeholders – people who live and work in the Region – to build a set of Future Land Use Scenarios and then to evaluate the potential social, economic, and environmental effects of each of these scenarios.

The result of this two-year planning process was the development and evaluation of seven Future Land Use Scenarios: Asset-Based Development, Business-As-Usual Development, Infill/Conservation Development, Radial Corridor Development, Unrestricted Development, Mixed-Themes Development, and Jobs & Destinations Development.

The Workshops

A total of 33 interactive workshops, designed to educate the general public and special interest groups regarding land use and then engage them in the scenario building process, were held in order to gather opinions about where and in what ways the Region should physically develop through the year 2040.

At the beginning of Phase II, a region-wide outreach campaign was launched to increase awareness of and interest in the Going Places initiative and to encourage involvement in these workshops.

Each workshop began with a staff presentation, introducing the participants to the Going Places initiative and presenting highlights from the Phase I results. Participants were then led through a series of interactive exercises – Think Cards, Dot Mapping, and Mind Mapping – designed to collect their ideas about the future development of the Region.

Scenario Development

All of the information gathered at the workshops was compiled and processed to develop the seven Future Land Use Scenarios. The data from the Dot Mapping exercise was used to create the scenario maps while the informa-

tion from the Mind Maps and Think Cards was used to refine the scenario definitions and outline each scenario's characteristics.

Scenario Assessment

The potential effects of the seven Future Land Use Scenarios were measured using a set of twelve performance indicators. The indicators included measurements of how closely people would live to one another, what kind of effect each scenario would have on the Region's air quality, and whether there would be more or less traffic congestion on the Region's major roadways. The evaluation results also allowed the scenarios to be compared with one another.

Scenario Presentation

The final seven scenarios were presented to the public through a series of public Open Houses held in October and November of 2010. Participants were given a staff-guided tour of a series of posters detailing the scenario development process and presenting the scenarios themselves.

In addition, for those who were not able to come to the Open Houses, a self-guided virtual open house presentation was made available on the Going Places website.

Moving Forward

The technical studies conducted during Phase I provided an assessment of the existing conditions in the Region and a projection of population and employment for the year 2040. The Phase II process resulted in the development and evaluation of the seven final future land use scenarios.

Building on the results of these two phases, the purpose of the final phase of the Going Places initiative will be to identify, develop, and evaluate a final preferred scenario and to build consensus around a clear and shared land use vision, represented by the 2040 Regional Growth Framework for the Miami Valley Region.